



**NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON – NEW YORK**



**SUPPLEMENTAL BULLETIN ORDER No. BNY1-18-a (All Lines)
Effective 12:01 AM, Monday, July 14, 2025**

Boston – New York Bulletin Order(s) in effect: BNY1-18SUM, -18-a

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

I. Main Line: New Haven to Boston (NHB)

A. 37-B1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted

07/14/25

37-B1 is modified. Train Type A & B between MP 154.3 & MP 171.7, MP 194.5 & MP 205 are now 160 MPH.

PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
MP 154.3 & MP 171.7	160	160	...	160	160	...	110	110	...	90	90	...
MP 194.5 & MP 205	160	160	...	160	160	...	110	110	...	90	90	...

II. Special Instruction Numbering System

A. High Speed Trainset, NextGen High-Speed Trainset & HHP-8, HHPc Special Instructions

07/14/25

The abbreviation for "NextGen High-Speed Trainset" and "HHPc" is added.

Special Instructions which pertain only to the operation of High-Speed Trainsets (HST), NextGen High-Speed Trainsets (NGHST) and HHP-8 locomotives are identified by the letter "A" to denote that they are HST, NGHST, HHP-8, & HHPc Special Instructions.

III. System Instruction

A. Electrical Operating Rules and Instructions AMT-2: Changes, Additions

07/14/25

1. 1.5 Pantographs

AMT-2 1.507 is modified. NexGen HST is added. "HST Type 2 (Acela 21) power units are electrically connected" is deleted.

1.507 Where two pantographs are located on one unit, they are electrically connected. The pantograph in the UP position energizes the pantograph that is in the DOWN position. When either of the pantographs is in the UP position, both pantographs must be considered energized (LIVE) until such time as the jumpers are physically removed from between the pantographs/cars. Married pair cars have a high voltage bus jumper connecting the pantograph on one unit to the transformer on the second unit. High Speed Trainset (HST) Type 1 power units are considered separate units. NexGen High-Speed Trainset power units are electrically connected.

2. 2.3 Pantograph Operations

AMT-2 2.301 is modified. NexGen HST is added.

2.301 Under normal operation of single or coupled electric locomotives the trailing pantograph must be up on each unit. When a trailing pantograph is defective, it must be down and the lead pantograph must be up. HST Type I must be operated with the pantograph knuckles facing forward on both power cars for the direction of movement. On a HST, when a pantograph with the knuckle facing forward is defective, it will be down and

the pantograph with the rearward facing knuckle will be up. On the NexGen HST, under normal operating conditions will operate with one pantograph up on the trailing power car, with the knuckle facing forward. Each power car is equipped with one pantograph assembly. Tractive power will be supplied to the lead power car via a roof mounted high voltage link.

3. 2.801 Electric Power Restrictions

AMT-2 2.801 Table 9 is modified. NextGen HST is added.

2.8 Table 9 - ELECTRIC POWER REQUIREMENT RESTRICTIONS

Equipment	Controller Position/Power Effort Must Not Exceed:	Notes
NexGen HST	75% tractive effort	...

4. 3.1 Electric Engine

AMT-2 3.101 is modified. NexGen HST is added.

3.101 E. NexGen High-Speed Trainsets: Pantograph(s) must be down. Type 10 automatic couplers must be connected between units allowing for the mechanical, pneumatic, and electrical coupling of two trainsets. 480 VAC cables cannot be applied to the trainset when being towed by a locomotive.

B. Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions

07/14/25

1. 2.0 Operations

a) 2.14 Train Makeup – Securing Equipment

(1) 2.14.5 Securing Equipment Left Unattended

AMT-3 2.14.5 “note” is added. Exceptions for the NextGen HST are added.

NOTE: For the purpose of securing equipment, the NGHST must be left in retention mode. The equipment is considered secured when the controller has been placed into the full-service position, the parking brake has been applied, and the parking brake status has been verified on the TOD.

(2) 2.16.5 Slowing or Stopping Using Air Brakes

AMT-3 2.16.5 E, F are modified to add NGHST exceptions.

E. Where conditions permit, slowdowns or stops should be made with not more than 15 psi total automatic brake pipe reduction.

EXCEPTION: NGHST train slowdowns or stops should be made using no greater than Suppression.

F. Leave a minimum 12 psi reduction on train while stopped and independent brake to full application, if equipped.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

(3) 2.16.8 Stopping Immediately After Starting

AMT-3 2.16.8 E is modified to add an NGHST exception.

E. Leave a minimum 12 psi reduction on train while stopped, and independent brake to full application.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

(4) 2.19.2 Air Brake - En Route Movement Restrictions

AMT-3 2.19.2 “note” is modified to add NGHST designation.

5. When hand/parking brake is located **INSIDE** equipment, proceed with hand/parking brake manned.

Note: Defective brakes on front or rear semi-permanently attached passenger equipment (i.e., High Speed Trainset, NGHST or rear of Talgo) does not constitute defective brakes on front or rear passenger equipment.

(5) 2.19.3 Determining Percent Operative Brakes

AMT-3 2.19.3 “D” is added. Each cut out axle on an NGHST power car counts as 1 cut out axle.

D. Each cut out axle on an NGHST power car counts as 1 cut out axle.

2. 3.0 Equipment Inspections / Brake Tests

a) 3.9 Train Brake Tests & Mechanical Inspection

(1) 3.9.4 Passenger Train Class II Brake Test

AMT-3 3.9.4 A. is modified. Exceptions for the NextGen HST are added.

A. Class II Brake Test Requirements

- 1) Whenever control stand is changed, or air brake computer is de-energized (circuit breaker turned off).
- 2) When previously tested and inspected cars/locomotives that received a Class I brake test within the previous calendar day and have not been removed from a source of compressed air for more than 4 hours are added to a passenger train.
- 3) When cars or equipment are removed from the train.
- 4) When Engineer first takes charge of train except for Face-to-Face relief.

NOTE: When any of the following occurs, it is considered FACE-TO-FACE RELIEF:

- a. When the inbound Engineer does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.
- b. When the inbound Conductor or Assistant Conductor does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.
- c. When a mechanical department employee who is a QMP or QP who participated in the required brake test does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status of the MAP 1173/10C Summary (located on the locomotive, or in possession of conductor, etc.).
- 5) When train is equipped with ECP Brake, Class II Brake Test is required to be done in ECP mode after a successful Class I Brake Test is completed in Emulation Mode.
- 6) After any emergency brake application. **Exception:** Does not apply to NGHST equipment.
- 7) Where indicated by rule or special instructions.
- 8) When control valve or brakes are cut out. **Exception:** Does not apply to NGHST equipment.
- 9) After determining cause for brake pipe continuity loss, make Class II brake test using Two-Way End-of-Train device.
- 10) Any point where a brake pipe angle cock has been turned except when performing the Two-Way-End-Of-Train device emergency function test or when adding a Back-up hose per instruction 2.17.2A. AMT-3 Page 92 of 154

NOTE: Passenger trains must not depart a terminal or yard, which is a repair point, where a Class II brake test has been performed with brakes cutout, inoperative or defective. To determine a repair point for a particular train, contact CNOC mechanical desk either directly at 1-800-424-0217 or through the train dispatcher.

(2) 3.9.4 Passenger Train Class II Brake Test

AMT-3 3.9.4 E. is new. Procedures for Class II Brake Test on NextGen HST is added.

E. Class II Brake Test Procedure for NextGen High Speed Trainsets (NGHST)

- 1) Engineer or QMP will activate cab. Release parking brake.
- 2) Engineer or QMP will ensure that brake pipe is fully charged
- 3) Conductor, Assistant Conductor, QP or QMP will give signal to apply air brakes.
- 4) Engineer, QP or QMP will place controller into emergency.
- 5) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure reduces on TDD of rear power car and Emergency Brake icon is displayed

- 6) Conductor, Assistant Conductor, QP or QMP will give signal to release air brakes.
- 7) Engineer or QMP will move controller to full-service position and ensure that brake pipe is fully charged
- 8) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure restored 110 psi (+/- 5 psi) on TDD of rear power car and the Emergency Brake icon is extinguished.
- 9) Engineer, Conductor, Assistant Conductor, QP or QMP will ensure that two-way radio system is tested and operating.

C. 22-S2. Ditch Light (Auxiliary Light) Switch

07/14/25

SI 22-S2 "note" is modified to add "NGHST, HHPc" designation.

Note: HST/NGHST's and HHP-8/HHPc locomotives are equipped with a four-position ditch light (auxiliary light) switch. When the ditch lights must be displayed this four-position **switch must be placed in the ON position**, not the AUTOMATIC position.

D. 34-S11. NGHST Rear Power Car Passageway

07/14/25

SI 34-S11 is new. The passageway between the passenger compartment and the rear of the power car of the NextGen HST Power Car is to be used in the case of emergency only.

The rear passageway between the NGHST power car and the passenger compartment is to be used in the case of emergency egress only. Passage between the power car and trailing passenger equipment is otherwise prohibited while the equipment is in motion/moving. This door must be locked and secured while in revenue service.

E. 37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions

07/14/25

SI 37-S5 is modified to add NGHST designation. NGHST Train Type B speed is 160 MPH, NGHST tow speed with nose cone open is 90 MPH.

A – High Speed/NextGen High Speed Trainsets (HST, NGHST) with Tilt system active.

1. Speeds: Maximum and Various: Cars

SEMI-PERMANENTLY COUPLED TRAINSETS	Spd	Train Type	Equip Dim
NGHST Cars 2100-2155 (power cars), 3250-3277, 3350-3370, 3450-3477, 3600-3739, 3900-3927	160	B	1
NGHST cars with deflated air springs	90	B	1
NGHST cars with over inflated air springs:			
Non-diverting routes	30		
Diverting routes	15		
NGHST Power Cars (2100-2155) operating with nose cone open on:			
NGHST towed	90		

F. 72-S9. Wayside HBD Actuation on Equipment with OBHBD System

07/14/25

SI 72-S9 is modified. NGHST are added.

ACS-64 locomotives, Highspeed/NGHST, HHP-8 locomotives and Amfleet cars are equipped with an On-Board Hot Bearing Detection System (OBHBD).

G. 131-S2. Train Approach Warning for Acela II HST Testing

07/14/25

SI 131-S2 is deleted. The NextGen HST 165 MPH testing is complete.

H. 581-S3. ACSES Train Type Selector Switch

07/14/25

SI 581-S3 "Train Consist 1." is modified to add NGHST designation.

Train Consist:

1. **High Speed Trainsets (HST, NGHST):** The above requirements do not apply to **HST/NGHST**, which are automatically set to Train Type “A” or “B” depending on whether the tilt system is active (“A”) or disabled (“B”).

I. 585-S1. Criteria For Determining ACSES On-Board Apparatus Failure

07/14/25

SI 585-S1 “exception” is modified to add NGHST designation.

Exception: High Speed/NextGen High Speed Trainsets operating with a Missing Temporary Speed Symbol or “No Valid TSR DATA” light will be considered a “Fault,” not a Failure when the ADU displays 125 MPH, and the permanent speed is greater than 125 MPH.

IV. High Speed Trainset, NextGen HST & HHP-8/HHPc Operation

A. 21-A1. HST/NGHST Communicating Signal Appliance

07/14/25

21-A1 is modified to add NGHST designation.

HST/NGHST's are not equipped with a communicating signal appliance. Conductors must use proper radio voice communication or hand signals to authorize the Engineer to proceed. The intercom function of the PA system on HST's may be used as a back-up means of communication.

B. 37-A1. Engines & Equipment: Maximum Speeds Unless Otherwise Restricted

07/14/25

37-A1 is deleted. HST/NGHST speeds in 37-S5 govern.

C. 41-A1. Tilt System Operation On HST/NGHST

07/14/25

41-A1 is modified to add NGHST designation and instructions.

1. Manually Disabling Tilt in Snowy Conditions:

When snowfall which can become packed in the train's undercarriage areas accumulates on the right of way, it may become necessary to **disable the tilt system** to avoid damage to tilt system components. When such conditions are determined to exist, Conductor/Engineer will receive verbal instructions to manually **disable the tilt system** in accordance with this instruction (SI 41-A1, paragraph 1). These instructions will generally be delivered when inquiring about Form D's or other instructions as per SI 165-S1 but may also be delivered by the Dispatcher when enroute, should conditions require.

- When instructed to manually disable tilt as per this instruction, Engineers must manually **disable the tilt system** on the lead power car by positioning the “Tilting Switch” to the “Disable” position.
- Engineers must note this condition on the MAP-100 as “Tilt disabled per SI 41-A1 paragraph. 1”.
- Once tilt has been disabled in accordance with this instruction, it must remain disabled until the train reaches its final terminal.

2. NextGen Highspeed Trainset

When the TCMS detects a fault in the secondary suspension located on the passenger vehicles, the engineer must:

- **Manually disable the tilting system via the tilting switch,**
- **Record the defect on the MAP 100, and**
- **Notify the Train Dispatcher & CNOC mechanical.**

The tilt must remain disabled until repairs can be made.

D. 72-A2. Use Of Tempilstik

07/14/25

72-A2 is deleted. Tempilstik instructions are contained in AMT-3.

E. 72-A6. NGHST Alertor

07/14/25

72-A6 is new. Alertor failure rules apply.

When the ATC system is cutout, the Alertor system will not enforce a penalty brake application. ATC and Alertor failure rules apply.

F. 72-A7. NGHST On-Board Hot Box Detector Alarms

07/14/25

72-A7 is new. The On-Board Hot Box Detector System will display the number of the affected bogey. To identify the affected axle or wheel, use the following procedures.

When an On-Board Hot Box Detector (HBD) alarm is triggered, the Engineer must use the TDD to confirm the affected bogie on the “Bogie Status Screen”.

To accurately identify the axle or wheel that caused the alarm:

- Locate the indicated bogey using the number provided by the HBD system.
- Inspect all four journal boxes--two on each side of the bogie.

G. 116-A1. Movement Of Lite HST Power Cars

07/14/25

116-A1 is deleted. The restrictions of NORAC 116 and Amtrak SI 116 apply.

H. 137-A2. NGHST Brake Release - Rescue Towing

07/14/25

137-A2 is new. NGHST Towing procedures have been established.

To rescue tow the NGHST, crews must ensure that both the parking and service brakes are released. There are three methods to achieve this, depending on the availability of power:

1. The battery power,
2. The Rescue Generator, or
3. No power available.

1. Battery Power

- a) Apply the Parking Brake using the red S_ParkBrkApply button on the cabs Rear Wall Panel.
- b) Open the Power Car's nose using the TDD screen (from the main screen, use soft keys 7, 8, and then 1), or by using the electro-pneumatic push button within the fireman's side nose Maintenance Hatch to expose the coupler.
- c) Once the nose has completely opened and air stops exhausting, use the yellow butterfly valve below the electro-pneumatic push buttons within the fireman's side nose Maintenance Hatch to isolate the nose. This will prevent any unexpected closings that could cause damage to the equipment.
- d) Return to the cab and de-prepare the trainset (open the MCB, lower all pantographs, set the S_DrvKey switch on the cabs Rear Wall Panel to the Off position, and begin the de-prepared timeout using the TDD screen (from the main screen, use soft keys 8 and then 9).
- e) Install the rescue coupler and have the rescue equipment couple up (install the adapter, knuckle, Brake Pipe and Main Reservoir hoses, couple, and then insert the Distance Rod). Ensure rescue equipment is secured once coupled.

NOTE: If the rescue equipment does not have a Main Reservoir pipe, cut in the .91 isolation cock in both Power Cars and cut in the MRP by-pass (62S01 S_MainPipeByp) only on the trailing Power Car.
- f) On both Power Cars, cut out the D08 isolation cock to prevent the filling of the Brake Pipe from the NGHST's Main Reservoirs.
- g) Cut in the Brake Pipe and Main Reservoir hoses on both pieces of equipment.
- h) Set the S_TP switch to the TOWING/PUSHING position on the cabs Rear Wall Panel. This uses the trains' batteries to release the Parking Brake despite it being powered off.

NOTE: The train must be in a de-prepared state for this switch to work and the Parking Brake cannot be applied once in a de-prepared state.
- i) Release the parking brake using the green S_ParkBrkRelease button on the cabs Rear Wall Panel.
- j) Verify the brakes and apply and release from the rescue equipment by performing a Class II brake test to determine Brake Pipe integrity and continuity per AMT-3.

2. Rescue Generator

- a) Apply the Parking Brake using the red S_ParkBrkApply button on the cabs Rear Wall Panel.
- b) Open the Power Car's nose using the TDD screen (from the main screen, use soft keys 7, 8, and then 1), or by using the electro-pneumatic push button within the fireman's side nose Maintenance Hatch to expose the coupler.

NOTE: If the equipment is already dead, the nose may need to be manually opened using the pump in the floor locker of the Tools Cabinet. Use the yellow butterfly valve below the electro-pneumatic push buttons within the fireman's side nose Maintenance Hatch to isolate the nose, attach the pump to the quick connect and begin pumping until the nose slightly opens. Manually pull the rest of the nose open.

- c) Return to the cab and de-prepare the trainset (open the MCB, lower all pantographs, set the S_DrvKey switch on the cabs Rear Wall Panel to the Off position, and begin the de-prepared timeout using the TDD screen (from the main screen, use soft keys 8 and then 9).
- d) Install the rescue coupler and have the rescue equipment couple up (install the adapter, knuckle, Brake Pipe and Main Reservoir hoses, couple, and then insert the Distance Rod). Ensure rescue equipment is secured once coupled.
NOTE: If the rescue equipment does not have a Main Reservoir pipe, cut in the .91 isolation cock in both Power Cars and cut in the MRP by-pass (62S01 S_MainPipeByp) only on the trailing Power Car.
- e) Cut out the D08 isolation cock on both Power Cars to prevent the filling of the Brake Pipe from the NGHST's Main Reservoirs.
- f) Cut in the Brake Pipe and Main Reservoir hoses on both pieces of equipment.
- g) Isolate the two red Battery and Battery Charger Isolation Switches in the hatches under both Passenger Vehicles 1 and 9 (four total).
- h) Set up the Rescue Generator, which is housed in a rectangular, silver, metal Alstom case. This case is located in the equipment room between the Air Rack and the Air Filtration Station.
 - (1) Undo the two straps securing the case to the equipment and use the handles on the case to place the assembly in the machine rooms walkway.
 - (2) Open the top of the case, exposing all the components to the Rescue Generator. Remove all of the components (the hearing protection, blue air hose, black wire, and bottle of oil, etc).
 - (3) Connect one end of the blue air hose to the fitting on the Rescue Generator and connect the other end of the air hose to the fitting on the left side of the Main Reservoir tanks located on the wall behind the Air Filtration Station.
 - (4) Connect the black wire connection from the Rescue Generators to the white wire connection located in the left portion of the Options Cabinet. To access the white wire connection in the Options cabinet, open the door located on the left side of the cabinet, which is across from the electrical breakers on the Systems Cabinet.
NOTE: All 4 Battery and Battery Charger switches must be isolated before connecting the wires to prevent the equipment from encountering an electrical short.
 - (5) Once back at the Rescue Generator, twist open the black refill cap and fill the reservoir with the oil provided in the bottle to the fill line.
 - (6) Put on hearing protection and activate the Rescue Generator using the black and silver lever within the Rescue Generator casing.
- i) Set the S_TP switch to the Towing/Pushing position on the cabs Rear Wall Panel. This uses the trains' batteries via the Rescue Generator to release the Parking Brake despite it being powered off.
NOTE: The train must be in a de-prepared state for this switch to work and the Parking Brake cannot be applied once in a de-prepared state.
- j) Release the parking brake using the green S_ParkBrkRelease button on the cabs Rear Wall Panel.
- k) Verify the brakes and apply and release from the rescue equipment by performing a Class II brake test to determine Brake Pipe integrity and continuity per AMT-3.
- l) Shut down the Rescue Generator, place all the components back in the casing, and re-secure the case to the equipment.

3. No Power Available

- a) Isolate the two red Battery and Battery Charger Isolation Switches in the hatches under both Passenger Vehicles 1 and 9 (four total).
- b) Manually open the Power Car's nose. Use the yellow butterfly valve below the electro-pneumatic push buttons within the fireman's side nose Maintenance Hatch to isolate the nose, then using the pump in the floor locker of the Tools Cabinet, attach the pump to the quick connect and begin pumping until the nose slightly opens. Manually pull the rest of the nose open.
- c) Install the rescue coupler and have the rescue equipment couple up (install the adapter, knuckle, Brake Pipe and Main Reservoir hoses, couple, and then insert the Distance Rod). Ensure rescue equipment is

secured once coupled and leave the Brake Pipe and Main Reservoir hoses cut out from the rescue equipment.

- (1) Cut out the D08 isolation cock to prevent the filling of the Brake Pipe from the NGHST's Main Reservoirs.
- (2) Cut out the N01 Emergency Brake Rapid Venting Valve (SIFA) handle.
- (3) Cut in the .91 valve to enable the filling of the Main Reservoirs from the Brake Pipe.
- (4) Isolate the .11/1 (Front Bogey) and .11/2 (Rear Bogey) Direct Brake isolation cocks.
- (5) Isolate the linked .12/1 and .13/1 isolation cocks and the linked .12/2 and .13/2 isolation cocks to cut out the parking brake of both motor bogies.
- (6) Pull the Parking Brake handle on each side of the bogey to release the Parking Brakes and verify all Brake Status indicators reflect the Parking Brake is completely isolated (white box with a black "X").

In each Passenger Vehicle:

- (1) Isolate the .16 Direct Brake isolation cock.
 - (2) Isolate the linked .12 and .13 Parking Brake isolation cocks for each bogey.
 - (3) Pull the Parking Brake handle on each axle to release the Parking Brakes and verify all the brake indicators reflect the Parking Brake is completely isolated (white box with a black "X").
- d) Cut in the Brake Pipe hose from the rescue equipment.
- e) Verify the brakes apply and release from the rescue equipment using the Brake Status indicators next to each bogey.

Confirmation Code: 07142025